

# INSTRUCTIONS FOR V2-XLA/ XLC, XLK, & XLQ900 ROLLER SKIS 4/20

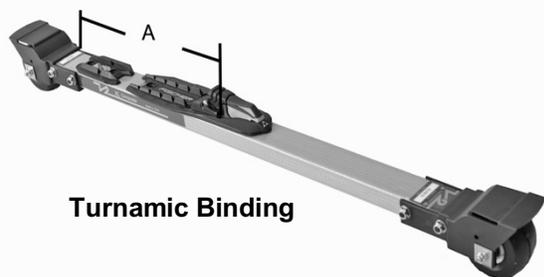
**SAFETY:** Like many sports, roller skiing can be dangerous. If you are new to the sport, we recommend that you seek instruction from a qualified person. Wear protective gear; helmet, gloves, knee and elbow pads etc. Ski in areas with no or low traffic. Use common senses when roller skiing. If you are a beginner, seek instruction from a qualified skier. Read the Jenex E-book, "Stable and Confident" by Doug Garfield; watch the video, "Becoming a Better Skier" by Zach Caldwell.

**MAINTENANCE OF ROLLER SKIS:** Before every ski, check your equipment to make sure that it is in good condition. Make sure the shafts are not damaged. Indentations or deep scrape marks in the bottom of the shaft or wheel forks seriously increases the risk of the shaft or wheel fork breaking. If you are skiing with proper technique the shafts and forks will not be damaged. If you have Brakes or Speed Reducers make sure they are functioning properly. Tighten loose screws, grease any metal-on-metal parts such as speed reducer arms.

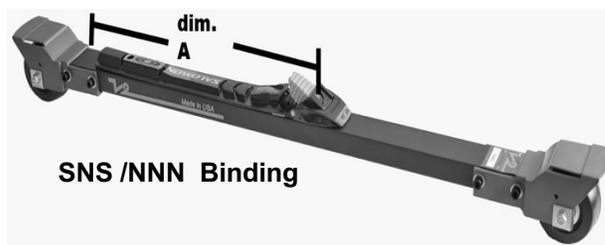
**MOUNTING OF BINDINGS:** For NNN boots JENEX recommends Turnamic® bindings. For accurate mounting of bindings use a drill jig. Jenex has drill jigs for Turnamic® bindings that will fit all V2 roller skis. For V2 roller skis the drill bit diameter should be 3.80mm to 4.0mm (US #25 – 0.1495 to 0.156" diameter). A standard 118° jobber drill bit is acceptable for both the XLA and XLK, but for the XLK a special Kevlar drill bit will produce cleaner holes. The dimensions below are only a general guideline for different shoe sizes. For accurate positioning of the binding it's best to use a V2 Jenex Drill Jig. When inserting the screws, it's a good idea to apply a bonding agent like epoxy or urethane "Gorilla" glue to the screws. **Dimension A** below is from the **vertical section** of the wheel fork (the 'lip' of the fork at the top of the shaft) to the two front binding mounting holes (Turnamic) or to the single front hole (most other bindings). Turnamic® bindings use T20 Torx® drive screws so a standard Phillips bit will not work.

!!! Caution !!!

When drilling the holes put a stop on the drill bit so the drill does not damage the inside bottom of the shaft.



Turnamic Binding



SNS / NNN Binding

## TURNAMIC BINDING MEASUREMENTS

Shoe size	US 5-7	7.5-9.5	10-12	12.5+
Shoe size	FR. 37-40	41-43	44-46	47+
Dim. A	12 <sup>7</sup> / <sub>8</sub> " (327mm)	13 <sup>3</sup> / <sub>8</sub> " (339mm)	14 <sup>1</sup> / <sub>16</sub> " (357mm)	14 <sup>9</sup> / <sub>16</sub> " (370mm)

## BINDINGS WITH 3-POINT TOP HOLES (NNN, SALOMON, ETC)

Shoe size	US 5-7	7.5-9.5	10-12	12.5+
Shoe size	FR. 37-40	41-43	44-46	47+
Dim. A	12 <sup>1</sup> / <sub>4</sub> " (310mm)	13 " (330mm)	13 <sup>1</sup> / <sub>2</sub> " (342mm)	14 " (355mm)

**TORQUE REQUIREMENTS FOR WHEELS:** To replace the wheels you need a 5MM Allen wrench and 10mm socket wrench. Free wheels should be just tight enough so they don't wobble. Do not over-tighten free wheels. Over-tightening will not allow the wheel to spin properly. The front clutch wheel must be tightened to 120-140 in-pounds (16 Newton Meters). When tightening the clutch wheel there must be grease on the nut and threads of the bolt. *The clutch locking mechanism will not function if the bolt is not sufficiently tight*

**REPLACEMENT WHEELS:** W10 = slow - W20 = medium slow - W30 = medium - RW9 = front ratchet wheel

**TURN OVER FOR WARRANTY AND TRACKING INFORMATION**

**WARRANTY:** Jenex Inc. warrants to the original purchaser, that Jenex will repair free of charge any item that under normal service proves defective in material or workmanship, as determined by Jenex inspection, for a period of 24 months from the date of purchase. **Warranty applies only if the skier's weight is less than 195 pounds (88kg.)** Warranty does not include wear items like speed reducers, wheels or brake pads. The shafts and fork assembly are not warrantied if the shafts and forks have abnormal scrape and gouge marks.

**TRACKING:** **There is some play between the wheel bolt and the hole on the rear fork.** Loosen the nut slightly on the rear wheel. If the ski pulls to the right, push the bolt on the right side backward and on the left side forward while tightening the bolt. If the ski pulls to the left reverse this procedure.